

Patent Claims:

1.-9. Canceled

10. (New) A hydraulic unit for a slip-controlled brake system,
- with an accommodating member accommodating inlet and outlet valves in several valve accommodating bores of a first and second valve row,
  - with a pump bore arranged outside the two valve rows in the accommodating member, the pump bore being aligned transversely to the direction in which the valve accommodating bores open into the accommodating member,
  - with two hollow-cylinder shaped noise damping chambers connected to the pump bore and having a hydraulic connection with two brake pressure generator connections that open into the accommodating member,
  - with several pressure fluid channels connecting the valve accommodating bores and the pump bore and being able to establish a hydraulic connection between the brake pressure generator connections opening into the accommodating member and the wheel brake connections,
- wherein the two noise damping chambers (6) are arranged between the pump bore (3) and the brake pressure generator connections (THZ), and wherein a pressure fluid channel (3') respectively designed as a blind-end bore extends from a brake pressure generator connection (THZ) arranged transversely to the valve accommodating bores (2) through respectively one of the two noise damping chambers (6) until into the pump bore (3).
11. (New) The hydraulic unit as claimed in claim 10,
- Wherein, transversely to the blind-end bore, a pressure fluid channel (2') that extends from the valve accommodating bore (2) accommodating the inlet valve opens into the blind-end bore.
12. (New) The hydraulic unit as claimed in claim 10,

wherein an orifice (9) is inserted into the blind-end bore which is attached in the blind-end bore between the noise damping chamber (6) and the port of the pressure fluid channel (2').

13. (New) The hydraulic unit as claimed in claim 12,  
wherein the diameter of the noise damping chamber (6) is selected to be so large that the orifice (9) can be introduced through the noise damping chamber (6) into the blind-end bore during assembly.

14. (New) The hydraulic unit as claimed in claim 10,  
wherein the pump bore (3) has an axle offset on both sides of the motor accommodating bore (4).

15. (New) The hydraulic unit as claimed in claim 10,  
wherein the second valve row (Y) includes exclusively the valve accommodating bores (2) for the outlet valves and is disposed between the pump bore (3) and the first valve row (X) which exclusively receives the valve accommodating bores (2) for the inlet valves so that the second valve row (Y) is arranged directly adjacent to the pump bore (3).

16. (New) The hydraulic unit as claimed in claim 10,  
wherein wheel brake connections are arranged partly in parallel to a motor accommodating bore (4) arranged transversely to the pump bore (3), and the wheel brake connections open into the accommodating member (1) adjacent to a motor housing that projects on the top side of the accommodating member (1) from the motor accommodating bore (4).

17. (New) The hydraulic unit as claimed in claim 16,  
wherein on a housing side of the accommodating member (1) opposed to the motor housing, a valve control device is mounted which additionally comprises control electronics for driving an electric motor integrated in the motor housing and suitable to

drive a radial piston pump inserted into the pump bore (3), and an electric plug of the electric motor projects through a through-bore (8) disposed between the two valve rows (X, Y) and contacts the valve control device.

18. (New) The hydraulic unit as claimed in claim 10,  
wherein the noise damping chamber (6) is arranged in the accommodating member (1) between the two valve rows (X, Y) and an electric motor mounted in a motor accommodating bore (4).